

REQUEST FOR PROPOSAL NO. PS20181590

PROVISION OF ADVANCED TRANSPORTATION CONTROLLER (ATC) SOLUTION

QUESTIONS AND ANSWERS NO. 1

ISSUED ON OCTOBER 24, 2018

Q1	In Section 7.1.3 (Phase 3 - Firmware Acceptance), can the City explain whether an alternative to a web interface, which would still provide remote monitoring and control facilities, would be judged adequate? If not, can the City expand the reasons for selecting a web interface specifically?
A1	<b>The ability to configure and monitor the ATC without having to install software on desktop and portable computers is a mandatory requirement. The front panel interface is a mandatory requirement for the event that a portable computer is not available. The challenge to the vendor of installing setup/configuration under the CoV security policies for 3rd party software and the potential requirement to continuously upgrade the installations as security patches are issued and the Windows OS is upgraded has been an ongoing challenge in all areas where equipment setup/configuration software is required.</b>
Q2	In Section 7.1.3 (Phase 3 - Firmware Acceptance), at what point will the configurations to be demonstrated be published?
A2	<b>As per 7.1.1. prior to the demonstrations, short listed Proponents will provide 10 ATC configuration files and documentation (test configurations) that will provide signal operation as outlined in the supplemental documentation provided by the CoV.</b>
Q3	In Section 7.1.3 (Phase 3 - Firmware Acceptance), will the manufacturers/submitters to the RFP be present during this time?
A3	<b>In Phase 3 (Firmware Acceptance), attendance is not required but technical resource must be available.</b>
Q4	In Section 8 (Solution Acceptance), the City's criteria defined in item 3 talks about 'no discernible latency'. Can the City quantify what this means (e.g. in terms of milliseconds)?

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<b>A4</b>	The City's concern is that the primary processes like on-street display timing, controller response to detection inputs, controller decision making and logging functions such as display status and detector status do not become erroneous as a result of secondary processes running. Similarly, high resolution data logging does not become erroneous when secondary processes are running. The user interfaces must also remain responsive when secondary processes are running. This would include the local keyboard and display interface and web interface when accessed locally. On the local interfaces, 100ms display updates and 100ms keypress detection are expected, however up to 500ms combined delay between keypress and display update and execution shall be maintained when secondary processes are running. The presumption is that if the local interfaces remain responsive, then remote web and central interface performance will be a function of the network.
<b>Q5</b>	Are there plans to install ATC cabinets?
<b>A5</b>	<p>The ATC shall be provisioned with at least the Type 170 Parallel and Serial I/O card to permit operation in a 332 (Type 170) cabinet using the C1 connector and simultaneously a serial interface as an option.</p> <p>In the future, CoV expects to begin transitioning to ATC cabinets. To that end, it is expected that the ATC be provisioned accordingly or any additional requirements and a budgetary estimate provided.</p>
<b>Q6</b>	Will the City consider a 3 week extension of the deadline for submittal?
<b>A6</b>	RFP extension has already been granted for 1 week. RFP closing date will be on November 6, 2018.
<b>Q7</b>	Does the City want our entire Annual Report and Financial Statement or just a summary?
<b>A7</b>	Financial Statements are sufficient at this time.

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Q8	<p>In APPENDIX 12, FINANCIAL STATEMENTS, The City is requiring financial statements prepared by an accountant and covering at least 2 years.</p> <p>Would the City kindly clarify the reason behind this requirement? And would the City accept any other assurance in lieu of the financial statements?</p>
A8	<p><b>The Financial Statements are required for the City to get a sense of the financial stability of the company. In order to be consistent, the City requires Financial Statements at this time.</b></p>
Q9	<p>In Appendix 3, Table 1-Capital Costs, Column F, Quantity (# of units) Estimated Annual Qty, The City indicates that approximately 45 ATC controllers will purchased.</p> <p>Will the annual quantity be a one-time purchase? Or will the City purchase the annual estimated quantity over multiple releases? If so how many at a time?</p>
A9	<p><b>This will be at the City's discretion. The City may purchase twice a year, approximately up to 50% in each batch.</b></p>
Q10	<p>In PART A - INFORMATION AND INSTRUCTIONS, Article 7.2, it states that the prices must be quoted for the full term of the Proponent's proposed agreement.</p> <p>Will the City allow for a yearly cost of living increase and material cost increase to be negotiated during the agreement?</p>
A10	<p><b>All prices are fixed for the initial 3-year term of the contract.</b></p>
Q11	<p>In PART A - INFORMATION AND INSTRUCTIONS, Article 8.4, for Phase 3 of the evaluation, it states that the City will provide up to 10 configurations utilizing advanced phasing operation.</p> <p>Is it possible to obtain the 10 configurations for evaluation prior to the submission of the bid?</p>
A11	<p><b>No. As per 7.1.1. Prior to the demonstrations, short listed Proponents will provide 10 ATC configuration files and documentation (test configurations) that will provide signal operation as outlined in the supplemental documentation provided by the CoV.</b></p>

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Q12	<p>In Annex 1 - Schedule of Detailed Requirements, Article 7.1.3-h, it states that the ATC may be operated under a Central Traffic Management System.</p> <p>Would the City please provide the name of the Central Traffic Management System?</p>
A12	<p><b>It is an NTCIP compliant central system. If issues arise, CoV will work with both the System Vendor and the proponent to determine if there is a compliance issue and where it falls.</b></p>
Q13	<p>In Annex 1 - Schedule of Detailed Requirements, Article 10, It states that the Proponent shall provide , for the City's to review, a copy of their standard a) License Agreement; b) Maintenance and Support Agreement; and c) Any proprietary Management Information (MIB).</p> <p>Will the City allow the submission of items a), b), and c) on behalf of the subcontractor to the Proponent?</p>
A13	<p><b>Proponent should submit what they feel is most relevant at this time and at your own discretion. The City will review at the time of evaluation and determine what makes most sense at the contract stage.</b></p>
Q14	<p>In Annex 1 - Schedule of Detailed Requirements, Article 10, Second paragraph "The Proponent shall ensure that there are no firmware licensing restrictions preventing the installation of the firmware on another Proponents' ATC and no hardware licensing restrictions on the installation of another Proponents' firmware on this ATC. There shall be no licencing restrictions on the use of 3rd party components, MIBs or optional firmware modules."</p> <p>Can the City kindly clarify this point since both the hardware and firmware for this RFP are being purchased together?</p>
A14	<p><b>The intent of this clause is to insure that there are no legal or licensing issues preventing CoV from installing 3rd party software on this ATC or installing this proponents firmware on a 3rd party ATC should CoV chose to embark on this path in the future.</b></p>
Q15	<p>In Appendix 5 - CERTIFICATE OF EXISITNG INSURANCE, There 8 items to be completed.</p> <p>Is item 7, PROFESSIONAL LIABILTY INSURANCE a requirement for this RFP?</p>

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A15	Please refer to ARTICLE 5 - LIABILITY AND INSURANCE under Sample Supply Agreement for details.
Q16	M11 (Firmware) is unclear. The opening statement details firmware defects and support. Then later the in the question the requirements relates to warranty support and when the warranty starts. Which portion of the requirements shall we respond to?
A16	<p>Disregard the phrases</p> <ul style="list-style-type: none"><li>• After delivery, ATCs may remain in secure storage at the City for several months before installing in the field</li><li>• The City would prefer that this time not count against the warranty period.</li><li>• Advise how this preference may be accommodated.</li></ul>
Q17	M10. Does this mean the controller shall inherently support direct connection to fiber and/or copper networks? Or is the utilization of a transceiver acceptable and the controller support TCP/IP, UDT, FTP, SMTP, etc via ethernet?
A17	There will be a multiport managed router/switch in the cabinet that will provide the uplink. Currently, a Copper ethernet connection to the controller will be utilized. The intent of the requirement is to ensure that the ATC operates with the unique performance and latency characteristics of each of the communications forms listed.
Q18	M2. Please detail how the City intends to utilize the NTCIP 1103 functionality so we may be better able to respond.
A18	The PRL identifies the sections that are required for this contract. Since the High Resolution Data is a relatively new requirement, it is understood that it may not be fully incorporated in the ATC's as yet. The intent is to utilize the high resolution data for gathering enhanced detector information for advanced analysis and also to merge it with signal status information for the purpose of recording, generating events, alarming, and allowing or causing the ATC to make decisions based on that information.
Q19	M11. How does the City intend to notify the vendor as to warranty start if the controller is in storage for several months prior to deployment?

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<b>A19</b>	<b>The City has records when a controller is installed on the street.</b>
<b>Q20</b>	C9. Is the City mandating that the controller continue to function and operate the intersection during firmware and software updates?
<b>A20</b>	<p><b>It is not a mandatory requirement, however, CoV is interested in the information as to if and how the facility is implemented.</b></p> <p><b>The intent is that CoV should be able to download firmware and software updates to the controller while the signal is operating to be implemented immediately (or at top of cycle etc.) if possible or at the next controller restart. CoV should not have to take the signal out of service while the download is in progress, only to "activate" the new firmware/software if required.</b></p>
<b>Q21</b>	C2. The features asked for to be administered by the controller are typically features that are inherent to the APS. Please detail the control methodology desired by the City and the APS device in use.
<b>A21</b>	<p><b>These requirements are intended to elicit information from the Proponents in three areas relating to APS and audible indicators. Multiple APS and Audible vendors should be addressed as CoV intends to avoid vendor lock-in.</b></p> <p><b>The first is the ways in which pedestrian call can be asserted to the controller.</b></p> <ol style="list-style-type: none"> <li><b>1. Normal pedestrian call - E.g. via traditional contact closure, SLDC data bus from APS, ethernet connection from APS, Other?, etc.</b></li> <li><b>2. Extended pedestrian call - same as above but ATC recognizes the extended push by user settable timer and uses alternate timings and/or produces an output to activate/inhibit audible indications.</b></li> <li><b>3. Extended pedestrian call - same as #2 but utilizing a unique input from the APS indicating a long button press.</b></li> </ol> <p><b>The second is how the ATC could be configured to assist the APS/Audible equipment to handle some specific situations that are not handled well by external equipment due to lack of relevant controller timing information.</b></p> <ol style="list-style-type: none"> <li><b>1. If an APS button is activated in order to provide audible information when the walk period has already started (fixed time or pedestrian on recall), how can it know if it has enough time to issue the full walk message before the walk interval ends or if the APS should delay the audible indication and initiate a conflicting phase call, or otherwise cause the walk to recycle.</b></li> <li><b>2. If an APS button is activated in order to provide audible</b></li> </ol>

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	<p>information when the walk period has already started (coordinated signal dwelling), how can the APS (and ATC) be permitted to provide the audible indication without requiring a pedestrian clearance interval to be displayed first as a result of an APS initiated conflicting phase call.</p> <p>3. How the ATC could insert the conflicting phase call (or otherwise) initiate the recycle function while respecting the APS requirements to “see” the various signal indication transitions.</p> <p>The third is how the ATC could be configured to produce a notification to an APS (or audible).</p> <p>1. To shorten the audible message to a user defined duration in the event of a long walk or dwelling with walk displayed.</p> <p>2. To disable APS (or audible) at night based on controller schedule.</p>
Q22	C3. Is this by phase or global setting?
A22	It is intended that the ATC startup sequence be capable of utilizing a user definable extended All Red period for the first ALL Red interval encountered on startup. Since the phases are defined in the startup sequence, only a global entry would be necessary.